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REPORT

DATE DISTR. 1 September 1955 25X1

REQUIREMENT NO. RD 25X1

REFERENCES

This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

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INFORMATION REPORT

This is UNEVALUATED Information

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CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY	USSR (Estonian SSR)	REPORT	
SUBJECT	Construction Activity on Saaremaa Island	DATE DISTR.	8 July 1955
DATE OF INFO.		NO. OF PAGES	3
PLACE ACQUIRED		REQUIREMENT NO.	RD
DATE ACQUIRED		REFERENCES	

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SOURCE EVALUATIONS ARE DEFINITIVE

1. Between 26 March 1955 and 6 April 1955, trucks were observed on Saaremaa Island (N 58-28, E 22-30) moving toward the south into the Sõrve Peninsula, which is located at the extreme southwest tip of Saaremaa Island. They were carrying heavy loads of building materials and equipment, such as loose cement, reinforced concrete slabs, iron girders, cement-mixers, sand, shingle, etc. (See sketch No. 1 on page No. 3). This long traffic was observed near Riisa, on the road leading from Kihelkonna (N 58-25, E 22-00) to Sõrve (N 58-15, E 22-30) on the road leading from Kuressaare (N 58-15, E 22-30) to Sõrve, both roads being observed during the above period. A total of about 20 such truck loads moved into Sõrve; each day. The trucks on both roads were of about three-ton size, were driven by civilians,

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2. Just after Christmas 1954, when all Soviet enterprises were finishing off their annual norms of work, Tallinn radio announced that, as part of a production drive, a shuttle service of 3,000-ton steamers was carrying heavy loads from Tallinn to Jaagarahu (approximately N 58-23, E 22-00), and that four such loads had been shipped in one week (see sketch No. 1 on page No. 3). At the beginning of April 1955, the Estonian newspapers stated that four such loads had again been carried from Tallinn to Jaagarahu during the last week of March. The nature of the cargoes was not disclosed, the building material seen in the trucks had been delivered by these ships.

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3. The entire Sõrve Peninsula was a forbidden zone (see sketch No. 1 on page No. 3). There was no road barrier or barbed wire across the neck of the peninsula, but south of this point (N 58-08, E 22-13) the whole peninsula was heavily patrolled by MVD frontier guards, and local inhabitants were required to have special permits. The port of Nõntu (N 57-55 E 22-05), at the southern end of the east coast of the peninsula, was too small for any freight traffic, but was used by a fleet of small fishing motor boats. These fishermen required special permits and were not allowed to sail more than 15 to 20 kilometers from Nõntu.

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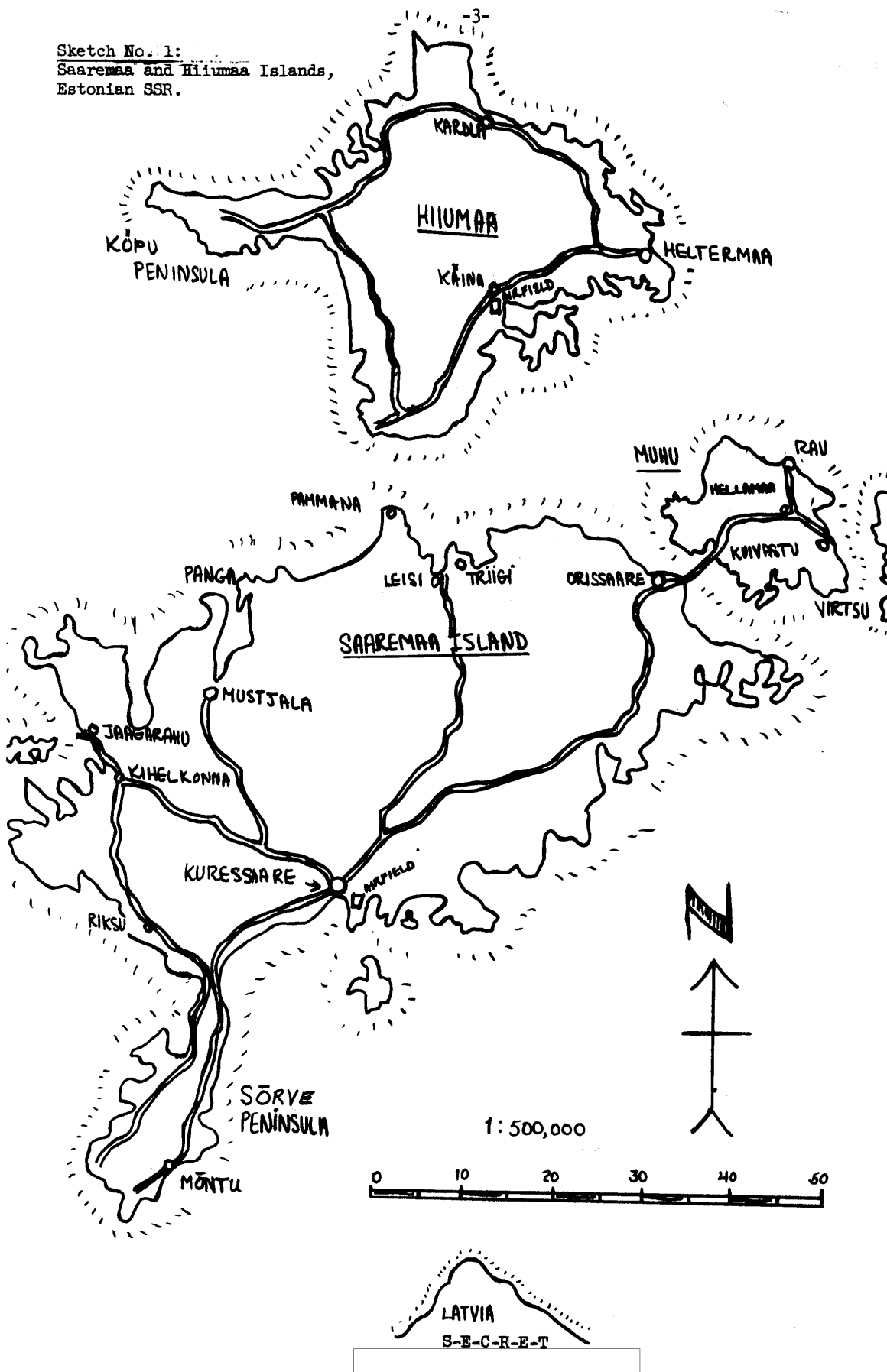
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Sketch No. 1:
Saaremaa and Hiiumaa Islands,
Estonian SSR.



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[REDACTED]

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4. The construction of a standard-gauge (not Russian-gauge) railroad on Saaremaa Island began at Kuressaare in the spring of 1955. [REDACTED]

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[REDACTED]

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5. [REDACTED]

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[REDACTED] the Kõpu Peninsula (N 58-53, E 22-38), which is the extreme western tip of Hiiumaa Island, was also a forbidden zone and was patrolled in the same manner as was the Sõrve Peninsula.

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[REDACTED]

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[REDACTED]

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